

The Hong Kong Daily Press.

No. 8658

九月廿四日

HONGKONG, TUESDAY, SEPTEMBER 22ND, 1885.

二甲

九月廿二號

PRICE \$2 PER MONTH

SHIPPING.

AIRMAILS.
September 20, ALWINE, German steamer, 400.
P. Moon, Haiphong 17th September, Rice.

—A. M. MART.

September 21, CHINA, German steamer, 1,093.

P. Hays, Newchwang and Choofo 15th September, General.—BUTTERFIELD & SWIRE.

September 21, HOIHOW, British str., 930, Gyles.

Wuhu 17th September, Rice.—BUTTERFIELD & SWIRE.

September 21, JASON, British steamer, 1,411.

Milford, Liverpool 8th August, and Singapore 15th September, General.—BUTTERFIELD & SWIRE.

September 21, KASGAR, British str., 1,515.

F. Speck, Yokohama 13th September, Mails and General.—P. & O. S. N. Co.

September 21, SHIK, British str., 1,510, Arabahald Scotland, Newcastle, N.S.W., 2nd September, Coals.—ADAMSON, Bell & Co.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

21ST SEPTEMBER.

Calcutta, British str., for Hawke.

Douglas, British str., for Swatow.

China, German str., for Whampoa.

Diamonds, British str., for Manila.

Friar, British str., for Singapore.

Eles, German brig, for Taiwan.

Yangtze, British str., for Shanghai.

Suit, Dutch str., for Manila.

Chittenden, British str., for Chinkiang.

Alvarez, Spanish str., for Manila.

Merloachshire, British str., for Singapore.

DEPARTURES.

September 20, VIRENE, French gunboat, for Saigon.

September 21, HOIHOW, British str., for Whampoa.

September 21, SUZU, British str., for Foochow.

September 21, MIDGE, British gunboat, for a cruise.

September 21, CLEVEDON, British steamer, for Chinkiang.

September 21, CHINA, German str., for Whampoa.

September 21, PRIAM, British str., for London.

September 21, RAFFEL, Amr. sh., for Foochow.

September 21, YANKEE, British steamer, for Shanghai.

September 21, CANTON, British str., for Whampoa.

PASSENGERS ARRIVED.

Per Alvin, str., from Haiphong.—Mr. Brown, and 5 Chinese.

Per Kashir, str., from Yokohama.—Hon. C. Trefusis, Major Allcock and servant, Lieutenant Edmunds, R.E., Miss Emma Edwards, Miss Jane Edwards, Miss Margaret, Mrs. Hart and Mr. Hart, Mrs. Gossman, Mrs. Messer, J. H. Greenman, Johnson, Vickerman, H. Blackmore, A. Parker Allcock, Neil O'Brien, M. Starr, L. Starr, D. C. Guthrie, Jas. Mackay, M. Miller, and A. Omura, Right Rev. H. O'Brien, 2 Chinese and 2 Japanese.

Per Jason, str., from Liverpool, &c. For Shanghai.—Mr. and Mrs. Moreton and child, and 380 Chinese from Singapore.

REPORTS.

The German steamer China reported from Newchwang mid Choofo on the 15th September, and had fine weather all the time with light breeze.

The British steamer Jason reports left the Moray at 9:30 a.m. on the 8th August, with fine weather, and arrived at Choofo on the 15th, having a sea from S.S.W. until noon of 10th, weather moderating; carried fine weather to Port Said; was 2 days in the Canal; had fine weather with excessive heat in Red Sea. On 28th Aug. opened out El Point Scoura, found strong S.W. monsoon and sea to night of 31st, hence to Aden Head moderate to fresh W. and N.W. winds with a rolling sea from S.E., usual weather in straits. Arrived at Peking on the night of September 1st and left at 4 p.m. on 4th, arrived at Singora 11:30 a.m. 13th, and left 1:30 p.m. with fine weather and smooth sea; light S.W. breeze on the 17th, equally with heavy rain, wind N.E. and sea up until 19th; then light northwesterly winds and fine smooth water to port.

SHANGHAI SHIPPING.

September 21, ARTHUR.

4. Ichang, British str., from Ningpo.

4. Winton, British str., from Sheppen Roads.

4. Kiang-foo, Chinese str., from Hankow.

4. Granda, Amer. ship, from Philadelphia.

4. Guiding Star, British bark from Tientsin.

5. Yungting, Chinese str., from Wenzhou.

5. Prism, British str., from Liverpool.

5. Newchwang, British str., from Shantung.

5. Ningpo, Chinese str., from Ningpo.

5. Ichang, British str., from Hankow.

5. Chungking, British str., from Tientsin.

5. Kiang-foo, Chinese str., from Hankow.

6. Taku, British str., from Tientsin.

6. Ichang, British str., from Ningpo.

6. Chaofo, British str., in distress.

7. Clara, German str., from Amoy.

7. Taiwo, British str., from Amoy.

7. Diamond, British str., from Antwerp.

7. Alva, British str., from Liverpool.

7. Seewo, British str., from Swatow.

7. Kiang-foo, Chinese str., from Ningpo.

8. Kiang-piau, Chinese str., from Foochow.

8. Yangtze, British str., from Hongkong.

8. Sin Nanming, British str., from Tientsin.

8. Kiang-kwan, Chinese str., from Hankow.

9. Indo, German str., from Hankow.

9. Liao, German str., from Hankow.

9. Ichang, British str., from Hankow.

9. Ichang, British str., from Ningpo.

INTIMATION.

A. S. WATSON & CO'S
NEW

VEGETABLE SEEDS

AND
FLOWER SEEDS

ARE NOW READY FOR DELIVERY.

Both are of the best varieties and the kinds that do best in China. They are shipped in a manner that ensures their preservation in transit and in three separate parcels. The only possible precaution is taken to avoid disappointing Purchasers.

CATALOGUE ON APPLICATION.

SPECIAL FLORISTS' SEEDS
in separate named Varieties.

PANSY, CARNATIONS, PHLOX, PETUNIA, VERBENA, PORTULACA
THE HONGKONG DISPENSARY. [21]

NOTICE TO CORRESPONDENTS.

Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name.

Correspondents are requested to forward their name and address with communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication should be written on one side of the paper only.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until discontinued.

Orders for extra copies of the Daily Press should be sent before 11 a.m. on the day of publication. After that hour the supply is limited.

BIRTH.
On the 15th instant, at Swatow, the wife of JOHN ANDREW, of a daughter. [1743]

The Daily Press.

HONGKONG, SEPTEMBER 22ND, 1881.

Is ever there was an example showing "with how little wisdom we are governed" it may be found in the regulations issued by the Government of the Straits Settlements with reference to passenger ships. The effect of these regulations is, by applying different rules to ships sailing under the British and German flags respectively, to handicape the former to the extent of eight or nine per cent. per annum on their value, an amount which, as the Vice-Chairman of the Hongkong Chamber of Commerce remarks in the letter to the Secretary of State for the Colonies, which we publish in another column, would be considered a handsome return in these days of shipping depression, and which, when inflicted as a tax, must have the most disastrous effects in its operation upon British vessels engaged in the passenger trade between China and the Straits. What will the Fair Traders have to say to this matter? A Commission has been appointed at home to inquire as to the existing depression in trade, its causes and extent. The facts now disclosed, in connection with the Straits passenger regulations, will throw an instructive light on this subject, not so much on account of the extent of the actual loss inflicted on British trade in this particular instance, as on account of the demonstration it affords of the extraordinary and almost incredible carelessness the Government, Imperial or Colonial, displays with regard to commercial questions. If in this case a bounty of eight per cent. is allowed by the British Government to foreign shipping—for that is the effect of the regulations—that is not unreasonable to suppose it at other instances might be found in which similar advantages were offered to foreign trade as opposed to British. But standing alone the case is sufficient to prove the existence of culpable carelessness or ignorance. If a shipmaster brings his vessel to grief in consequence of these faults he has his certificate suspended, but those who have charge of the ship of state may be careless or ignorant without the fear of any such penalty, except in very extreme cases which excite public opinion to such an extent that, an overthrow of the Government follows. Attention having been called to the injustice of the Straits passenger regulations, they will, as a matter of course, be amended. The case against them is too clear to admit of any defence being offered in their behalf; that they should ever have been passed must strike every reasonable man with surprise, and raise serious misgivings as to the safeguarding of British interests by the parties responsible for the regulations. We should certainly have expected better things from the Hon. C. C. SMITH, the Acting Governor of the Straits, for it is, we fear, that rising officer who must be held primarily to blame. It may be, as Mr. EYRE suggests in his letter, that the regulations were issued under direct instructions received from the Colonial Office, but to high officials placed in charge of the government of important colonies a certain latitude is allowed for the exercise of their own judgment even in the carrying out of instructions, and with the telegraphic cable always available a reference back to the Colonial Office does not carry with it any great responsibility or involve much delay. Mr. SMITH, supposing he received instructions from the Colonial Office to promulgate the regulations, might have represented by telegram the grave injustice they would inflict on British shipping and have requested permission to take the opinion of the respective Chambers of Commerce concerned. In the meantime the then existing law would have remained in force. That law, although inconvenient, was not unfair in the sense that the present regulations are, because it made no distinction of flag, but affected all vessels alike, favouring none. Supposing the Straits Government to have been ignorant of the German regulations, and that their effect had been overlooked by the Colonial Office, a reference to the Chambers of Commerce would at once have elicited the requisite information. It was at the instance of the Chambers of Commerce that action was taken, and it would have been only reasonable to have consulted them as to what action was required in order to redress the grievance of which they complained. The effect of the action actually taken has simply been to create a new and much greater grievance. The Committee of the Hongkong Chamber of Commerce now suggest that in order to render the evil effects brought by the new regulations of as short a duration as possible, instructions be by the earliest

opportunity forwarded by the Colonial Office, by telegraph, to the authorities at Singapore, cancelling, or at least suspending, until full consideration has been given to this subject.

The French gunboat *Vigie*, Commander Poiroy, left this port on Sunday for Saigon. The Russian ironclad *Platzfeste Monarch*, which had been anchored off Fusan, left there on the 8th inst.

The Spanish steamer *Zulu* was discharged from the Kowloon dock on Sunday and the British steamer *Arlie* from the Cosmopolitan dock yesterday.

The Agents (Messrs. Russell & Co.) informed that the H. and A. steamer *Messina* left Sydney on the 11th instant and should leave Port Darwin for this port to-day.

By the report of the Ocean Steamship Company's steamer *Jason* in another edition it will be seen that when she was in the Red Sea about the end of last month intense heat was experienced.

The investigation concerning the loss of the E. M. steamer *City of Tokio* had (says a Yokohama paper) commenced prior to the departure of the *City of Rio de Janeiro* from San Francisco.

Sir Robert Hart is the N. C. Daily News' understands, shortly going to England on leave. His Chief Secretary will be left in charge, and the probability is that Mr. James Hart will be the man.

It is stated by a Yokohama paper that Admiral Sir W. M. Dowell, K.C.B., and some of the officers of the British flagship *Andromeda* will shortly have the honour of an audience of His Majesty the Mikado of Japan.

On our front page will be found the advertisement of the Harden Hand Grenade Fire Extinguisher Company. The agent, Mr. Clark, intends shortly to invite the public to witness some tests of the efficacy of the grenades in extinguishing fire.

In addition to the sums announced in yesterday's issue as having been received in response to the appeal for further funds in aid of the Kwangtung Inundation Fund, the Rev. J. B. Ost has received the following subscription:—

Douglas Lepak & Co. \$100

Attention is directed to the announcement on our front page that further trials of the Far East Fire Extinguishing Hand Grenade will, weather permitting, be made on the Parade Ground this evening. The success which attended the proprietor's experiments has led him to challenge the agent of the "Harden" Grenade Company to a competition.

By the P. and O. steamer *Kashgar*, which reached this port yesterday morning from Yokohama there arrived here Mr. Neil Oliver, the manager of the Messiahs Opera Company, who has come from Japan to make arrangements for a series of performances by the company here, to commence on the 1st inst. proximally. The company have had a most successful run in Yokohama as well as in Shanghai.

The *Osaka Nippon* says:—According to a merchant who returned from China the other day, the crops there have suffered much from floods, and will be only about half the coat of the average. In view of the other hand, the prospects are remarkably bad, and some cotton-growers expect to make large profits by exporting rice to China.

The *Penang Free School* says:—The executors of the late Mr. Lee Boon Chye, of the firm of Lee, Mackay, Rutherford and Company, Messrs. Co. Penang, have informed the trustees of the Penang Free School that a sum of \$1,000 has been left by the testator, who was himself educated at the Penang Free School, to be paid over to them to found a scholarship in his name.

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boiler was exploding, he jumped overboard on the port side, and struck out from the vessel. At the same time the tailor went over the starboard side, but was dangerously scalloped so far, and became apparently unable to swim, as he was soon drowned. The wretched crew also scalloped several of their legs. The Chinese crew who had been engaged with the anchor appear to have lost their heads, for although they saw Mr. Fryer in the water, they made no attempt to lower the "Dragon's" boat to him. Consequently, he floated about for upwards of quarter of an hour. At the time he went overboard he had a pair of spectacles glasses in his hand. When he got to the surface he found that he was getting weaker, so he wisely let them go. In the meantime he called out for assistance, and a native boat put off to rescue him. By this time he was nearly exhausted, and when the boat came close enough, he had only sufficient strength left to grasp a boat hook that was held out to him by one of the boat people. He was then hauled on board, and taken back to the "Dragon." On getting him on deck, he found that the helmsman had lost the bottom, and that the firman who was on duty at the time of the accident had been killed, while the Chinese engineer was also injured. Mr. Fryer then signalled a tug and went out with her to the "Rescue" for assistance. The doctor of the mail boat returned with him to the "Dragon" and examined the injured people, pronouncing the firman dead. The tug then took the "Dragon" to land, and brought the mail and passengers to Shanghai—*Daily News*.

NETHERLANDS INDIA.

The Netherlands Indian Government does its best, notwithstanding trade depression, to make the struggle for life still harder for the bulk of the people; Stamp, Petroleum, and Tobacco Licences Ordinances having of late been passed to add to the taxes, and the value of the tobacco up and rapidly increased in value, thus the cultivators, owing to the low price of tobacco, had more of the gathered crop left on their hands. To satisfy the collectors they have in consequence either to sell their produce at heavy losses, or borrow money at usurious interest. No wonder that it is reported that discontented bids fair to become ripe among the cultivating classes.

In the Java native principalities distress among the cultivators is growing, owing to heavy taxation to raise chronic deficits and the fall in the price of produce, that to guard against outbreaks strong degradations of troops have been posted at four important strategic positions, so that, should the worst anticipations be realised, adequate forces will be at hand to quell any disturbance.

Elsewhere in West Java, the outlook is no brighter, from the steady decline in demand among the Sumatranas, owing to the regular exertions of brigands and pirates. The feeling among the natives towards Europeans has changed so much for the worse that planters, who have spent three quarters of their lifetime among the country people, begin to look with apprehension upon the future and frankly acknowledge that threatening signs are manifest everywhere.

The Governor-General has been obliged to give up an intended tour through the native principalities in Java from the financial being unable to bear the strain of the resulting outlay, owing to a recurring deficit and the prospect of a short revenue yield.

The defences of Batavia have been strengthened by the addition of several spar torpedoes. Training a corps to manage them began about the middle of August. No whitehead torpedoes are however to be had, though all other maritime powers have them. Their introduction is shortly expected. The general opinion at Batavia is that what has been done in this line is naturally inadequate. Other Java seaports are now, in having no torpedoes.

The Planters' Association at Deli recently applied to the Governor-General of Netherlands Indies for permission to set up an asylum there for disabled and distressed coolies, upon which His Excellency has decided to grant the application. The Minister for the Colonies intimating his opinion that the application made by the Planters' Association deserved support in every respect, and suggesting to the Minister to ask the King's sanction for the granting of a yearly subsidy in aid amounting to 15,000 guilders to be included in the estimates for 1886. The Association is being informed of this recommendation, called it well timed. Deli, which has a population of 302,000 coolies, have already been promised to it by private individuals, besides a freely giving contribution to the amount of 2,000 guilders.

Should the King sanction the granting of the subsidy, there is every prospect of the Association becoming enabled, after deducting the outlay on building the asylum, to meet the yearly expenditure for upkeep, &c., amounting to about 25,000 guilders.—*Singapore Free Press*.

COMMERCIAL INTELLIGENCE.

MOSCOW, 21st September, 1885.—
EXPORT CARGOES.—On steamship "Orates," sailed on the 14th September.—For London—18,155 lbs. copper, 99,614 lbs. scented paper, 10,033 lbs. scented orange silk, 846 lbs. sorts, 225 bales waste silk, 10 cases britches, 73 cases preserves, and 79 cases medicines. For South America—31 packages tea, 3 from Manila—6 cases cigars. From Japan—164 cases opium and 220 lbs. silver. For Constantinople—157 bales silk, 30 bales waste silk, and 1 case silver. For Corinth—100 bales silk—15 cases silk, 70 packages anidores, 4,721 lbs. dyed, 2,030 lbs. imperial, 6,400 lbs. souchong, and 6,400 lbs. congoon. From Foochow to Canton—14,400 lbs. congoon, and 3,300 lbs. souchong.

OPTUM.

Quotations are:—Malwa (New) \$300 to 510 per picul, alloe of 14 to 24 catties.
Malwa (Old) \$330 to 540 per picul, alloe of 21 to 32 catties.
Pitha (New) \$575 per chest.
Basses (Old) \$574 per cwt.
Bananas (Old) \$53 per cwt.

EXCHANGE.

ON LONDON.—Telegraphic Transfer 374
Bank Bills, on demand 355
Bank Bills, at 30 days' sight 354
Bank Bills, at 4 months' sight 353
Credit, at 4 months' sight 354
Demandary Bills, at 4 months' sight 354

ON PARIS.—Bank Bills, on demand 4.35
Credits, at 4 months' sight 4.44
ON NEW YORK.—Bank Bills, on demand 84
Credits, 60 days' sight 82
ON BOMBAY.—Telegraphic Transfer 238
Bank Bills, on demand 235
ON CALCUTTA.—Telegraphic Transfer 233
Bank, on demand 229
ON SHANGHAI.—Bank at sight 731
Private, 30 days' sight 741

SHADES.

Hongkong Fives.—Sales are reported at \$370 per share for the end of the month.

Yedo-Chinas.—Have been placed at 17 per cent. discount for cash.

Quotations are:—Hongkong and Shanghai Bank Shares—161 per cent. premium.

United Insurance Society of Canton, Limited—\$40 per share.

China Trade's Insurance Company's Shares—\$3 per share.

North China Insurance—Tls. 300 per share.

Yangtze Insurance Association—Tls. 122 per share.

Chinese Insurance Company, Limited—\$175 per share.

On Tai Insurance Company, Limited—Tls. 148 per share.

Canton Insurance Office, Limited—\$323 per share.

Hongkong Fire Insurance Company's Shares—\$372 per share.

China Fire Insurance Company's Shares—\$75 per share.

Hongkong and Whampoa Dock Company's Shares—\$8 per cent. premium.

Hongkong and Macao Steamboat Co.'s Shares—\$49 per share premium.

Indo-China Steam Navigation Co.'s Shares—17 per cent. discount.

China and Manilla Steamship Company, Limited—30 per cent. discount, nominal.

Douglas Steamship Company, Limited—\$77 per share.

Hongkong Gas Company's Shares—\$10 per share.

Hongkong Hotel Company's Shares—\$100 per share.

China Sugar Refining Company, Limited—\$85 per share.

China Sugar Refining Company (Debuture)—1 per cent. premium nominal.

Luxon Sugar Refining Company, Limited—\$30 per share.

Hongkong Ice Company's Shares—\$165 per share.

Hongkong and China Bakery Company, Limited—\$118 per share.

Perak Tin Mining and Smelting Company—\$20 per share.

Sehang's Tin Mining Company—\$13 per share.

Perak Sugar Cultivation Company—Tls. 12 per share.

Perak Rose Manufacturing Company, Limited—\$67 per share.

Hongkong Glass Manufacturing Co., Limited—Par.

Chinese Imperial Loan of 1884 A—2 per cent. premium.

Chinese Imperial Loan of 1884 B—5 per cent. premium.

Chinese Imperial Loan of 1884 C—5 per cent. premium.

HONGKONG TEMPERATURE.
(From MANSON, "Loyalty & Co.'s Handbook")
September 21st.

Temperature	80°
Humidity	60%
Wind	N.E.
Clouds	Partly cloudy
Barometer	29.92
Height	1,000 ft.

HONGKONG TIDE-TABLE.
(From MANSON, "Loyalty & Co.'s Handbook")
21ST TO 25TH SEPTEMBER, 1885.

Date	Mean Water	Low Water	High Water
21st	6 ft. 6 in.	5 ft. 6 in.	7 ft. 6 in.
22nd	6 ft. 10 in.	5 ft. 10 in.	7 ft. 10 in.
23rd	6 ft. 14 in.	5 ft. 14 in.	7 ft. 14 in.
24th	6 ft. 8 in.	5 ft. 8 in.	7 ft. 8 in.
25th	6 ft. 12 in.	5 ft. 12 in.	7 ft. 12 in.
26th	6 ft. 16 in.	5 ft. 16 in.	7 ft. 16 in.
27th	6 ft. 10 in.	5 ft. 10 in.	7 ft. 10 in.
28th	6 ft. 14 in.	5 ft. 14 in.	7 ft. 14 in.
29th	6 ft. 12 in.	5 ft. 12 in.	7 ft. 12 in.
30th	6 ft. 16 in.	5 ft. 16 in.	7 ft. 16 in.
31st	6 ft. 10 in.	5 ft. 10 in.	7 ft. 10 in.
1st	6 ft. 14 in.	5 ft. 14 in.	7 ft. 14 in.
2nd	6 ft. 12 in.	5 ft. 12 in.	7 ft. 12 in.
3rd	6 ft. 16 in.	5 ft. 16 in.	7 ft. 16 in.
4th	6 ft. 10 in.	5 ft. 10 in.	7 ft. 10 in.
5th	6 ft. 14 in.	5 ft. 14 in.	7 ft. 14 in.
6th	6 ft. 12 in.	5 ft. 12 in.	7 ft. 12 in.
7th	6 ft. 16 in.	5 ft. 16 in.	7 ft. 16 in.
8th	6 ft. 10 in.	5 ft. 10 in.	7 ft. 10 in.
9th	6 ft. 14 in.	5 ft. 14 in.	7 ft. 14 in.
10th	6 ft. 12 in.	5 ft. 12 in.	7 ft. 12 in.
11th	6 ft. 16 in.	5 ft. 16 in.	7 ft. 16 in.
12th	6 ft. 10 in.	5 ft. 10 in.	7 ft. 10 in.
13th	6 ft. 14 in.	5 ft. 14 in.	7 ft. 14 in.
14th	6 ft. 12 in.	5 ft. 12 in.	7 ft. 12 in.
15th	6 ft. 16 in.	5 ft. 16 in.	7 ft. 16 in.
16th	6 ft. 10 in.	5 ft. 10 in.	7 ft. 10 in.
17th	6 ft. 14 in.	5 ft. 14 in.	7 ft. 14 in.
18th	6 ft. 12 in.	5 ft. 12 in.	7 ft. 12 in.
19th	6 ft. 16 in.	5 ft. 16 in.	7 ft. 16 in.
20th	6 ft. 10 in.	5 ft. 10 in.	7 ft. 10 in.
21st	6 ft. 14 in.	5 ft. 14 in.	7 ft. 14 in.
22nd	6 ft. 12 in.	5 ft. 12 in.	7 ft. 12 in.
23rd	6 ft. 16 in.	5 ft. 16 in.	7 ft. 16 in.
24th	6 ft. 10 in.	5 ft. 10 in.	7 ft. 10 in.
25th	6 ft. 14 in.	5 ft. 14 in.	7 ft. 14 in.
26th	6 ft. 12 in.	5 ft. 12 in.	7 ft. 12 in.
27th	6 ft. 16 in.	5 ft. 16 in.	7 ft. 16 in.
28th	6 ft. 10 in.	5 ft. 10 in.	7 ft. 10 in.
29th	6 ft. 14 in.	5 ft. 14 in.	7 ft. 14 in.
30th	6 ft. 12 in.	5 ft. 12 in.	7 ft. 12 in.
1st	6 ft. 16 in.	5 ft. 16 in.	7 ft. 16 in.
2nd	6 ft. 10 in.	5 ft. 10 in.	7 ft. 10 in.
3rd	6 ft. 14 in.	5 ft. 14 in.	7 ft. 14 in.
4th	6 ft. 12 in.	5 ft. 12 in.	7 ft. 12 in.
5th	6 ft. 16 in.	5 ft. 16 in.	7 ft. 16 in.
6th	6 ft. 10 in.	5 ft. 10 in.	7 ft. 10 in.
7th	6 ft. 14 in.	5 ft. 14 in.	7 ft. 14 in.
8th	6 ft. 12 in.	5 ft. 12 in.	7 ft. 12 in.
9th	6 ft. 16 in.	5 ft. 16 in.	7 ft. 16 in.
10th	6 ft. 10 in.	5 ft. 10 in.	7 ft. 10 in.
11th	6 ft. 14 in.	5 ft. 14 in.	7 ft. 14 in.
12th	6 ft. 12 in.	5 ft. 12 in.	7 ft. 12 in.
13th	6 ft. 16 in.	5 ft. 16 in.	7 ft. 16 in.
14th	6 ft. 10 in.	5 ft. 10 in.	7 ft. 10 in.
15th	6 ft. 14 in.	5 ft. 14 in.	7 ft. 14 in.
16th	6 ft. 12 in.	5 ft. 12 in.	7 ft. 12 in.
17th	6 ft. 16 in.	5 ft. 16 in.	7 ft. 16 in.
18th	6 ft. 10 in.	5 ft. 10 in.	7 ft. 10 in.
19th	6 ft. 14 in.	5 ft. 14 in.	7 ft. 14 in.
20th	6 ft. 12 in.	5 ft. 12 in.	7 ft. 12 in.
21st	6 ft. 16 in.	5 ft. 16 in.	7 ft. 16 in.
22nd	6 ft. 10 in.	5 ft. 10 in.	7 ft. 10 in.
23rd	6 ft. 14 in.	5 ft. 14 in.	7 ft. 14 in.
24th	6 ft. 12 in.	5 ft. 12 in.	7 ft. 12 in.
25th	6 ft. 16 in.	5 ft. 16 in.	7 ft. 16 in.
26th	6 ft. 10 in.	5 ft. 10 in.	7 ft. 10 in.
27th	6 ft. 14 in.	5 ft. 14 in.	7 ft. 14 in.
28th	6 ft. 12 in.	5 ft. 12 in.	7 ft. 12 in.
29th	6 ft. 16 in.	5 ft. 16 in.	7 ft. 16 in.
30th	6 ft. 10 in.	5 ft. 10 in.	7 ft. 10 in.
1st	6 ft. 14 in.	5 ft. 14 in.	7 ft. 14 in.
2nd	6 ft. 12 in.	5 ft. 12 in.	7 ft. 12 in.
3rd	6 ft. 16 in.	5 ft. 16 in.	7 ft. 16 in.
4th	6 ft. 10 in.	5 ft. 10 in.	7 ft. 10 in.
5th	6 ft. 14 in.	5 ft. 14 in.	7 ft. 14 in.
6th	6 ft. 12 in.	5 ft. 12 in.	7 ft. 12 in.
7th	6 ft. 16 in.	5 ft. 16 in.	7 ft. 16 in.
8th	6 ft. 10 in.	5 ft. 10 in.	7 ft. 10 in.
9th	6 ft. 14 in.	5 ft. 14 in.	7 ft. 14 in.
10th	6 ft. 12 in.	5 ft. 12 in.	7 ft. 12 in.
11th	6 ft. 16 in.	5 ft. 16 in.	7 ft. 16 in.
12th	6 ft. 10 in.	5 ft. 10 in.	7 ft. 10 in.
13th	6 ft. 1		

EXTRACT.

TOO SOON.
For but last month was lusty June
With lifelike swinging flood of tide,
Nor seems it long since May went by
With Love and Hope at either side;
And now 'tis only late July,
And yet, alas, minthine I have—
Too soon, too soon!
Death whisper in the fading tree;
And when the sun's red light is gone,
And night unfurls her mysteries,
With falling heart almost I fear
In garden plots remote and dark,
To find the dead shadow near—
Too soon, too soon!

GEORGE MILNER, in Longman's Magazine.

AT A LONDON HORSE SALE.

On an ordinary day Aldridge's is quiet enough. Sometimes a horse is being shown to a possible purchaser, or a coach proprietor is looking round to find an animal that will suit him. But last Wednesday morning came, when the season is on for sales, and the whole place is full of life and bustle. Outside in the lane a miscellaneous string of vehicles is drawn up by the kerb—broughams and docarts, with Stanhope plashon plastered with the mud of country lanes, that has dried and been coated afresh over and over again—a phæton that has seen better days, with its plated mountings shining through the dirt like a touch of gaudy breeding—in one reduced to the lowest depths of misery.

"Yes, I was a gentleman once," said his companion, a bullet-headed fellow more respectable dressed, but who had evidently risen to his present position of horsekeeper from a still lower grade; "when you had the pieces you spent them like a gentleman, and was always ready to treat a poor chap to a drink."

There are plenty of these broken-down gentrified to be met with about a horse-sale, ready to fetch and carry and do any odd commission for the more prosperous dealers, and some of these hang about the big gates of Aldridge's waiting for a friend, or looking out for a horse that never makes its appearance. But there are others, quite as eccentric in attire, who are full of business and importance, ready to start with a bid for any animal that may be put up, and able, on occasion, to pull out a bag of coins from some corner of their ragged garments. Here is one outside who has quite a jolly look in his well-brushed pectoral of ancient cut, and who only betrays his parsimony in his broken boots. He is a commission agent among the costers, and if he can pick up a pony at a low figure, no matter what its condition, he knows a customer out of whom he can make a few dollars. And there are people with sufficient confidence in him to lend him the purchase money.

Entering the wicket gate at Aldridge's a busy scene meets the eye. Within is a large covered yard, with stables opening on either hand, and a gallery devoted to carriages on sale, a plain, substantial building of a sober brownish-yellow tint, that is repeated in the soft gravel under the feet. The yard, or, as it may be called with equal propriety, the hall, is well filled with a motley crowd—motley, that is to say, in character and physique, as far as regards the prevailing hue is quiet and sombre enough, faded brown and well-worn drab, the fancy of the wearers expressed chiefly in hats, of which very few are of the conventional stovepipe variety, and those few curly of brim and low of crown, and generally of the florid Corinthian order. But every other variety of headgear is here to be seen, from the tall conical felt hat of other days, that recalls the Puritan Fathers, to the miserable low-crowned pot of the present period. But if colour is quite absent from the assemblage, there is plenty of form in the cut of the garments—wanton scenes and abundance of material, in the upper works, combined with the tightness of knee and slinkiness of cast that characterizes the horsey man—and an Irish dealer, with a caubon on his head, and a rug wrapped round his shoulders after the fashion of a mantle, rubs against a burly Yorkshireman, a head taller and several pairs of shoulders broader than many of the rest.

The strongest element in the crowd is the gipsy; and several of the tribe can be picked out hanging together in groups, and talking confidentially about their strange pasts. Petulengro is here to-day, and Tawoo Chickoo, and the rest of the tribe whom George Borrow has made familiar to us—brown, and lith, and slender, with their yellow oriental eyes and a touch of oriental magnificence in their crimson and orange bandanas, knitted carelessly round their throats. Elsewhere, it has been surmised that the father of horse dealers, the old Adam of the fraternity, was probably a Spaniard; but here it may be surmised that he probably had a dash of gipsy of blood in his veins. A kind of freshness seems to come over the scene, attendant on the gipsies; a feeling of breezy common and country lanes, and the blue smoke rising from the group of lowly tents; a feeling enhanced by the smell of hay and the sight of a knowing little dog, terrier, comfortably ensconced on a tuft of the same, while a couple of tired countrymen, who have brought up horses, no doubt from distant parts, are stretched restfully by his side.

There are well-to-do men among the gipsies, with gold earings and finger rings, and the air of having a bag of golden sovereigns somewhere handy, but there are others who have hardly a shillit to their backs; but they all clab affably together, as if more "class distinctions were unknown among the brotherhood of the Romany chals."

More familiar is the everyday type of the London dealers—smart, dapper fellows, with lightly curled whiskers, and garments of fashionable cut, and fitting tight as any glove, with coachmen and grooms, and a sprinkling of jobmasters, cabmen, and omnibus proprietors.

"Not many left of 'em now, you say, perhaps," suggests a genial horsekeeper, who has something to say to everybody. "The company 'e swallowed 'em all up mostly. But the 'e's an old gent now, one of the old sort, owns his 'usses, and his cabs, and his 'osses, and yet with no more pride about him than there is in you or me. Pridal why, bless your heart, he's that humble-minded that he's been known to have a opposition 'thus rather than ride in one of his own vehicles. Ah! you don't often meet a man like that."

But the auctioneer has appeared in his rostrum in the upper corner of the hall, and the crowd swarms back, as with a shrill, strident cry, the white-coated stallion brings his horse up—with a flourish—that is decidedly aristocratic. It is one of the fine arts indeed, that of showing a horse advantageously, while you would hardly think the dejected, patient-looking animal you saw a moment ago could be the frisky curveting animal which arches its neck and waltzes along with so much spirit. Another turn and, with another wild cry, the attendant dashes down the course with his horse and back again, when the animal's head is secured tightly in close proximity to the auctioneer's desk. Bang goes the hammer, a sound which makes all the horses neigh, while

some jump almost out of their skins, and away goes the subject in hand, to be succeeded by another lot in rapid succession.

Our auctioneer does not treat us with the affable urbanity of Mr. Tattonhall. He rather rebukes us, and suggests that we are a pretty lot of fellows not to know our own minds, and that he can't waste his time over us; but we talkin' all in good part, and we feel the horses' legs, and look into their mouths, and watch them intently as they canter down the course. And on the whole we bid pretty briskly. The old gentleman, whose limit is four pounds, makes an offer of three ten, but is snuffed out by the auctioneer with fifteen pounds, who next knocks him down for seventeen ten—the horse, that is, and not the old gentleman—with lightning-like rapidity.

It is necessary to get over the ground quickly, for there are more than two hundred lots to be sold. And in about five minutes a man might become the possessor of a pair of match horses, a circular-round brougham, the harness belonging to the pair, might settle his account, and drive away in his own carriage, engaging a coachman on the spot—all like the genial old fairy in "Cinderella"—and all within the compass of two figures, say for ninety-nine pounds nineteen shillings.

All kinds of horses, to suit every man's purpose, are disposed of in this manner. A lot of cast Government horses; the surplus stock of London jobmasters; horses imported from Ireland, from Belgium; horses the property of a gentleman, quiet to ride and drive; horses that have been hunted, are quiet in harness, and will carry a lady. All sorts and conditions of horses pass in quick review under the auctioneer's desk.

Then review are carriages. William, with forty pounds in his pocket, may walk into Aldridge's an idle man. He may drive out in half an hour his own horse in his own cab, and, assuming him to have his license ready, may fall a half on the spot, and earn his first half-crown before the day is an older. One could buy a chariot—a real, aristocratic, old-fashioned chariot, swinging on stout leather straps from a strong and massive framework. The original arched notion of a carriage such, as was first started about the reign of Elizabeth, with an arrangement of levers and cogged wheels to tighten up the strap; such coaches as "lurch'd through the muddy tracks of older times, with stout footmen hanging on behind armed with long poles to prise the wheels out of the mud—the origin of the curious pots that foist still carry sometimes on state occasions. A chariot, too, with an emblazoned ham-melot, but a step removed from the tool box cover on which the coachman sat, but all so wonderfully well preserved; with the old-fashioned dray linings, padded and tassels, and arm rests all complete; that it reminds one of a boarded guinea still bright and sharp-cut after all the years, that have passed since it was coined. But to board a chariot, to keep it all fresh in paint and blazonry, and then to send it to be sold at Aldridge's! Now, if Mr. Freeman—not the historian of the Norman Conquest, but the worthy proprietor of Aldridge's—would tell us the history of that chariot! It would be worth while to wait till it is sold—it is No. 186 on the list, and won't be reached just yet.

But our auctioneer has not time for anything of the kind. He will dispose of our famous chariot in half-a-dozen words. "Capital chariot, old-fashioned but good, best maker. What for the chariot?" And if we had six long tail horses to draw it, a coachman in a cabbage wig, and two tall footmen in crimson plusb, with pink stockings, that chariot should be ours, and we would leave St. Martin's Lane in the lurch and drive away to fairland.—All the Year Round.

FOR SALE.

FOR SALE.

G. H. MUMM & CO.'S CHAMPAGNE.

182 Per dozen Quarts.
182 Per 2 dozen Pints.

Superior CLAÉTIS, from FISCHER & SONS' VINTAGES, 1859 to 1878, from \$10 to \$24 per dozen Quarts.

POUILLC MONDON, \$6 per dozen Quarts.

R. W. RANDON & CO.'S BRANDY,

\$3 per dozen Quarts.

VIENNA EXPORT BEER FROM ANTON DERZER Per 4 dozen Quarts.
\$12 Per 5 dozen Pints.

MELCHERS & CO., Hongkong, 22nd April, 1884.

FOR SALE AT WHOLESALE PRICES.

SHERERY SACCOON'S "MANZANILLA" and LIGHT DAY, Bottled by Sir FRED PERKINS, London.

CLARETS "St. EUSTACHE," "CHATEAU LABARDE," "CHATEAU JULIEN," "MARGAUX" &c.

STILL HOOKE, "STILL ERBACH," 1874.

CHAMPAGNE VEUVE CLICQUET, "Carte-D'Ore."

BURGUNDY \$2 per dozen Quarts.

WHITE CHAMPAGNE, \$6 per dozen Pints.

DAILY PRESS Office, Wyndham Street, KILMET & WATSON, Queen's Road, Hongkong, 28th April, 1885.

FOR SALE.

FOR SALE.